

# BookletChart™

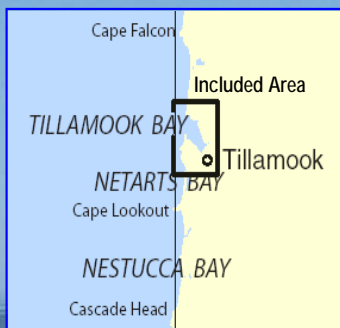


## Tillamook Bay

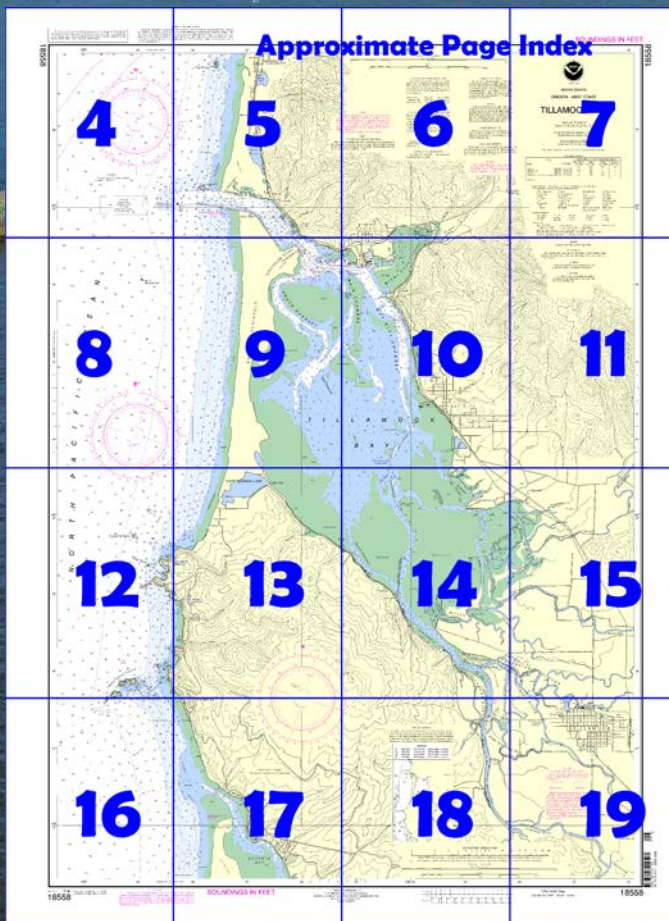
NOAA Chart 18558

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18558>.



#### (Selected Excerpts from Coast Pilot)

**Cape Meares**, 48 miles N of Yaquina Head, is high and rocky, with a 2-mile-long seaward face. The N part is the higher, with nearly vertical cliffs 640 feet high. The W point is narrow and terminates seaward in a cliff 200 feet high.

**Three Arch Rocks** are the largest of a cluster extending 350 yards off the S point of the cape. They range in height from 204 to 275 feet. The largest arch is in the middle of the lowest rock, and is

about half the height of the rock above water. These rocks are the favorite resort of sea lions, whose barking can be heard a considerable

distance with a favorable wind.

**Cape Meares Light** (45°29'11"N., 123°58'42"W.) is shown from a 17-foot white masonry building on the summit of the cliff.

**Pillar Rock**, 75 feet high, is 0.2 mile NW of Cape Meares Light, and 0.4 mile farther NW is **Pyramid Rock**, 110 feet high, which leans seaward. A submerged rock covered 34 feet, lies 0.4 mile NW of Pyramid Rock.

From Cape Meares to Kincheloe Point, the coast is a low sandspit, with dunes 40 to 50 feet high. It forms the W shore of Tillamook Bay. A sand dike prevents a breakthrough N of Cape Meares, at **Pitcher Point**.

**Tillamook Bay** entrance is 42 miles S of the Columbia River, 25.5 miles S of Tillamook Rock, and 5.7 miles N of Cape Meares Light. The bay has a tidal area of about 13 square miles, most of which, at low tide, presents a succession of sand and mud flats. There is no commercial traffic in the bay except for fishing boats and pleasure craft.

**Kincheloe Point** is low and sandy and appears to be an island from a distance to the N. The N side of the entrance is the termination of a high wooded ridge extending between the bay and Nehalem River. **Green Hill**, opposite Kincheloe Point, is a 400-foot spur that terminates in a bluff rounded point. The prominent hill is covered by ferns, grass, and dense brush with trees on top.

**Tillamook Bay Coast Guard Station** is on the N shore W of Garibaldi. A lookout tower is near the intersection of the N entrance jetty and the shore.

The entrance to Tillamook Bay is protected by jetties. The N jetty extends about 600 yards offshore; the westernmost 150 yards of the jetty is submerged. The S jetty extends 1000 yards offshore with the westernmost 100 yards submerged. Extreme caution should be taken in the vicinity of the jetties. A **Federal project** provides for an 18-foot entrance channel that crosses the bar and leads eastward between the jetties through the N part of Tillamook Bay to an inactive turning basin just W of Miami Cove. An access channel leads to a 12-foot small boat basin at the town of Garibaldi.

A lighted whistle buoy is 1.35 miles about SSW of the seaward end of the N jetty. The N jetty is marked by a light and seasonal sound signal. The main approach to Tillamook Bay is from the S. There is a leading light marking the center of the jetties which signals when the mariner is clear of the S jetty and safe to make the approach into the bay. Mariners should use caution while making the approach to the jetties due to frequent shoaling and heavy breakers in the vicinity of the approach channel. The entrance and channel to Garibaldi is marked by buoys and lights. Caution is advised during periods of heavy seas. Several visible and covered rocks are on the N side of the dredged channel. **Sow and Pigs**, across the channel from Kincheloe Point and nearly 500 yards off the N shore, is a rocky ledge that uncovers 1 to 6 feet. The ledge is dangerous when entering with a flood current, as the current sets toward it.

**Currents.**—The current velocity is 3 knots in the entrance to Tillamook Bay.

S of Garibaldi, unmarked **Bay City Channel** follows the E side of Tillamook Bay to the S end where it continues through narrow and crooked **Hoquarten Slough** to Tillamook, 11 miles above Tillamook Bay entrance. The channel has a depth of about 6 feet to Bay City, 4.4 miles above Tillamook Bay entrance, but S of this point depths are less than 3 feet to Tillamook.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander  
13<sup>th</sup> CG District  
Seattle, WA

(206) 220-7001

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

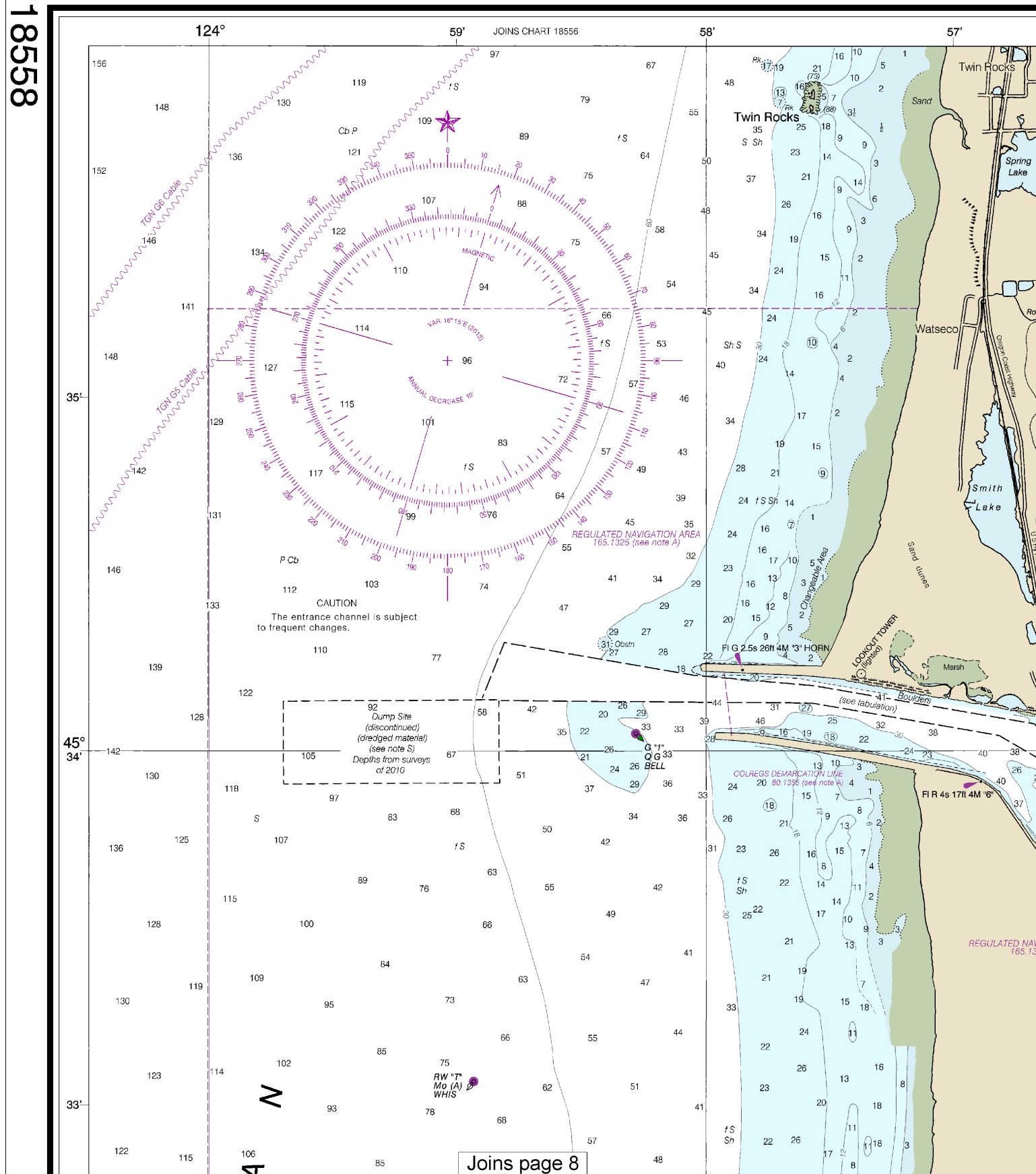
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

18558



Joins page 8

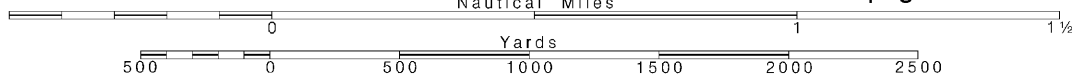
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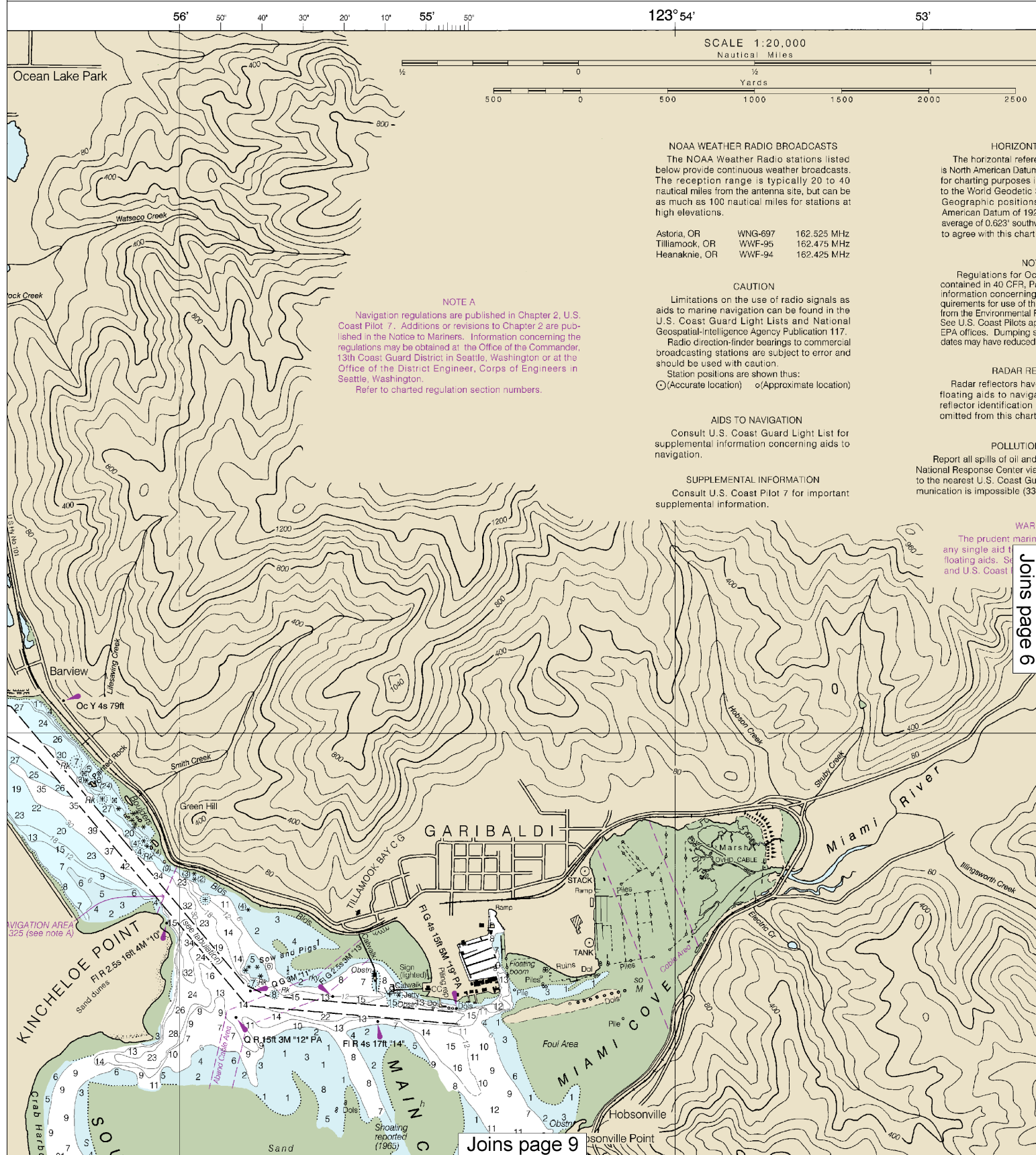
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

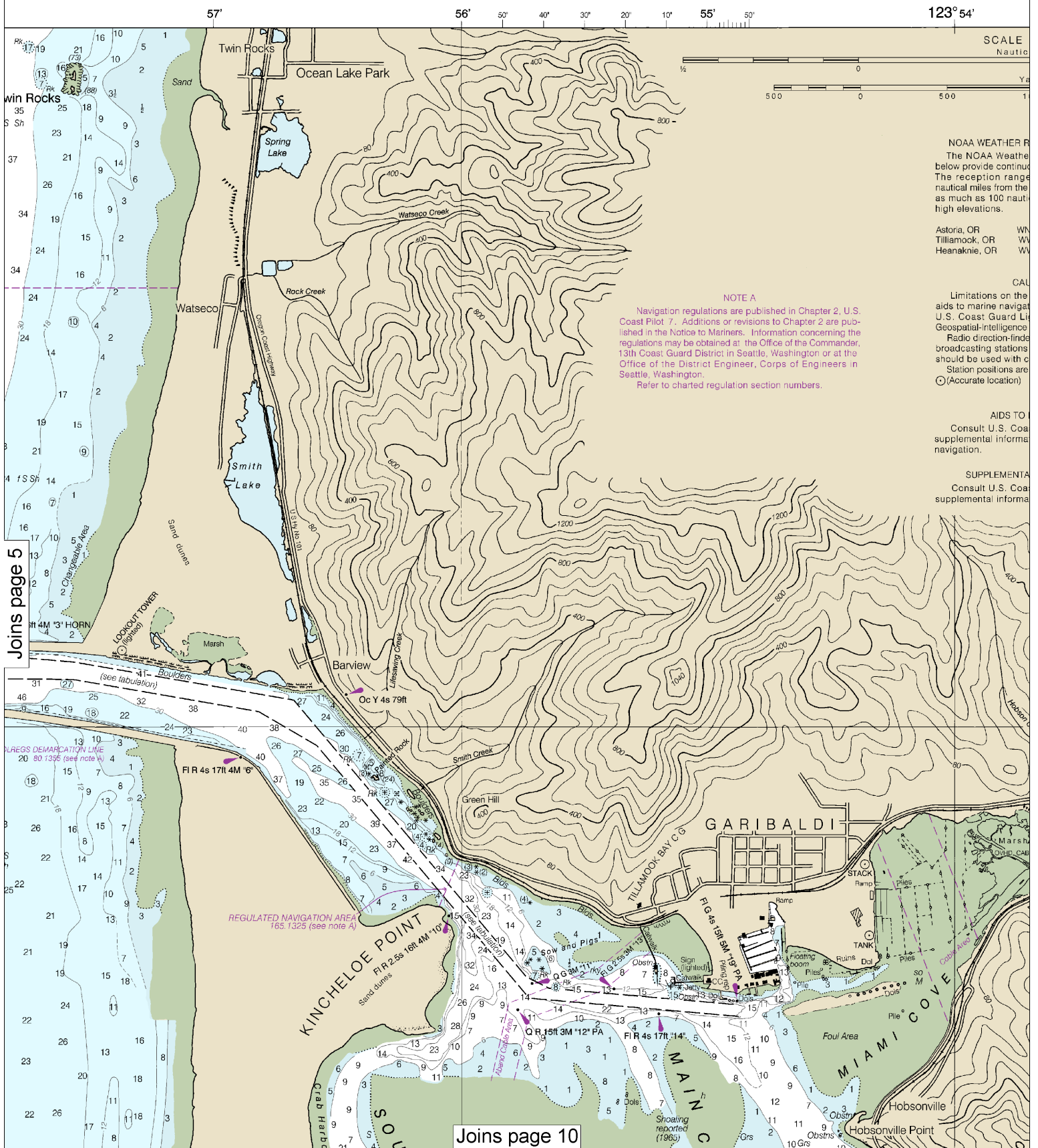
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



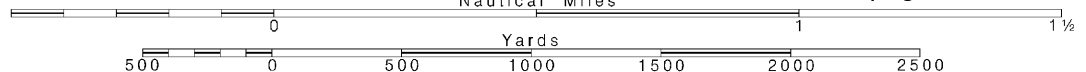
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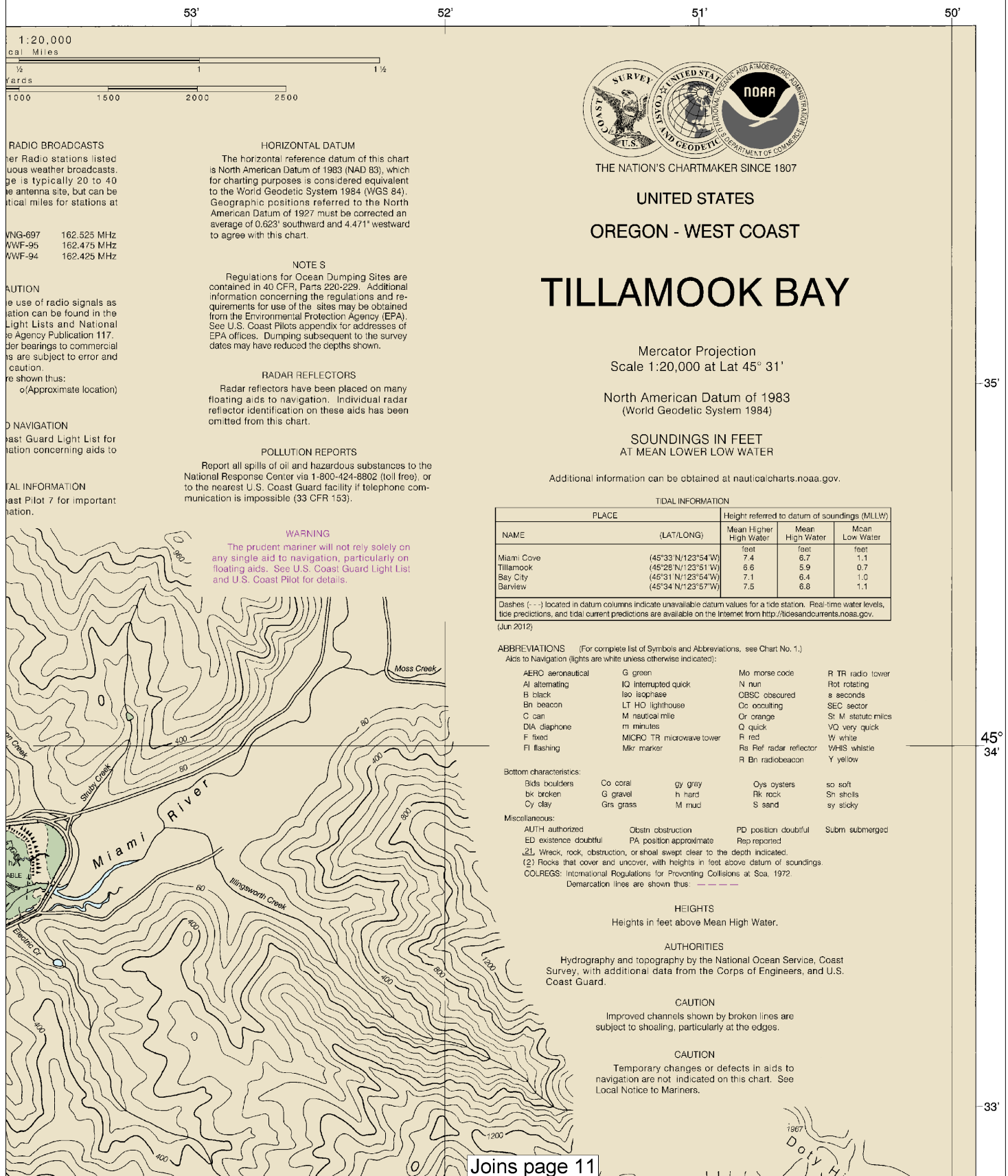
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
 Nautical Miles

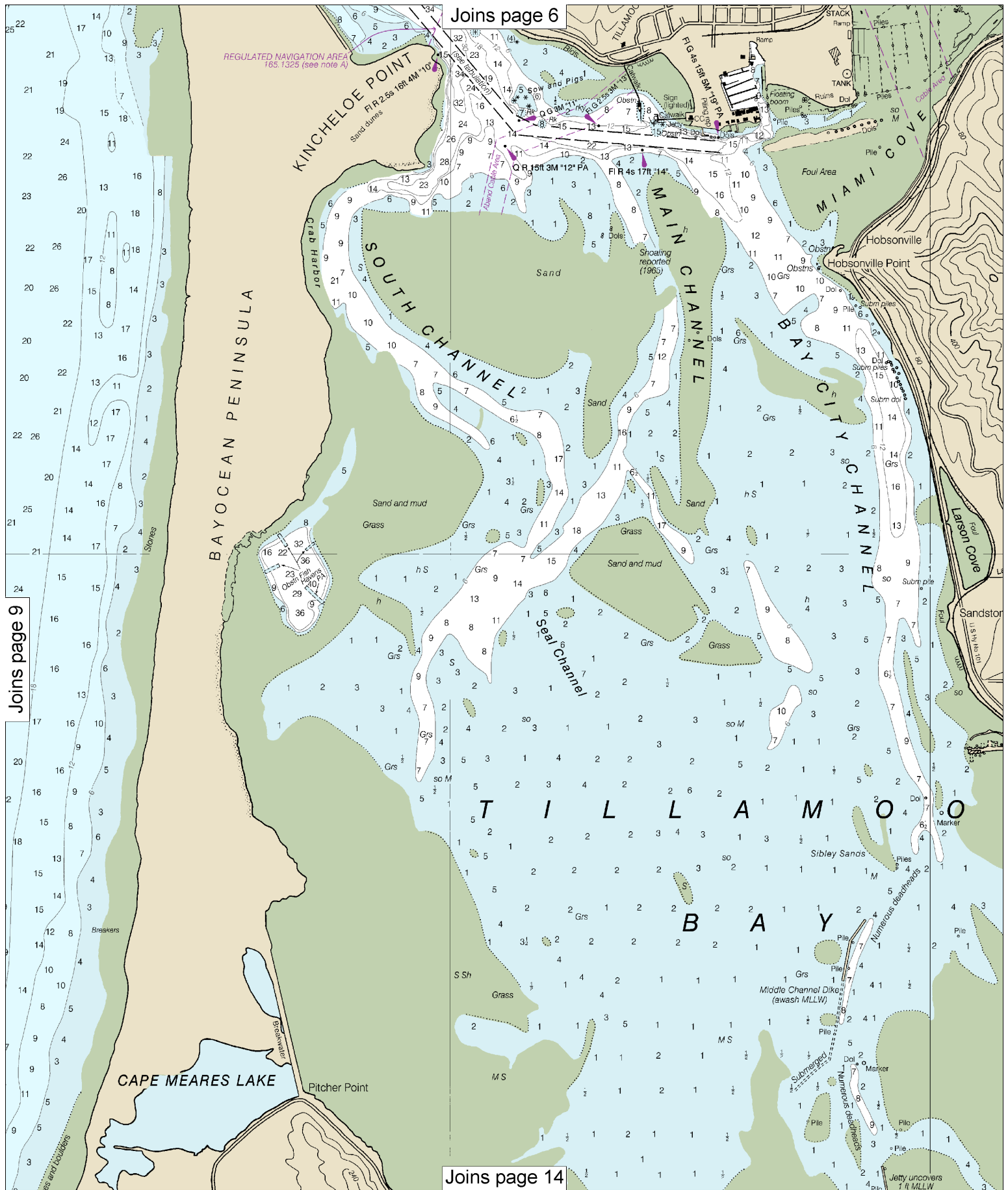
See Note on page 5.





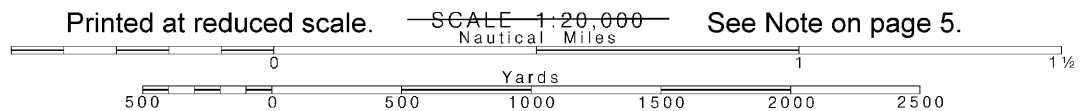






10

Note: Chart grid lines are aligned with true north.

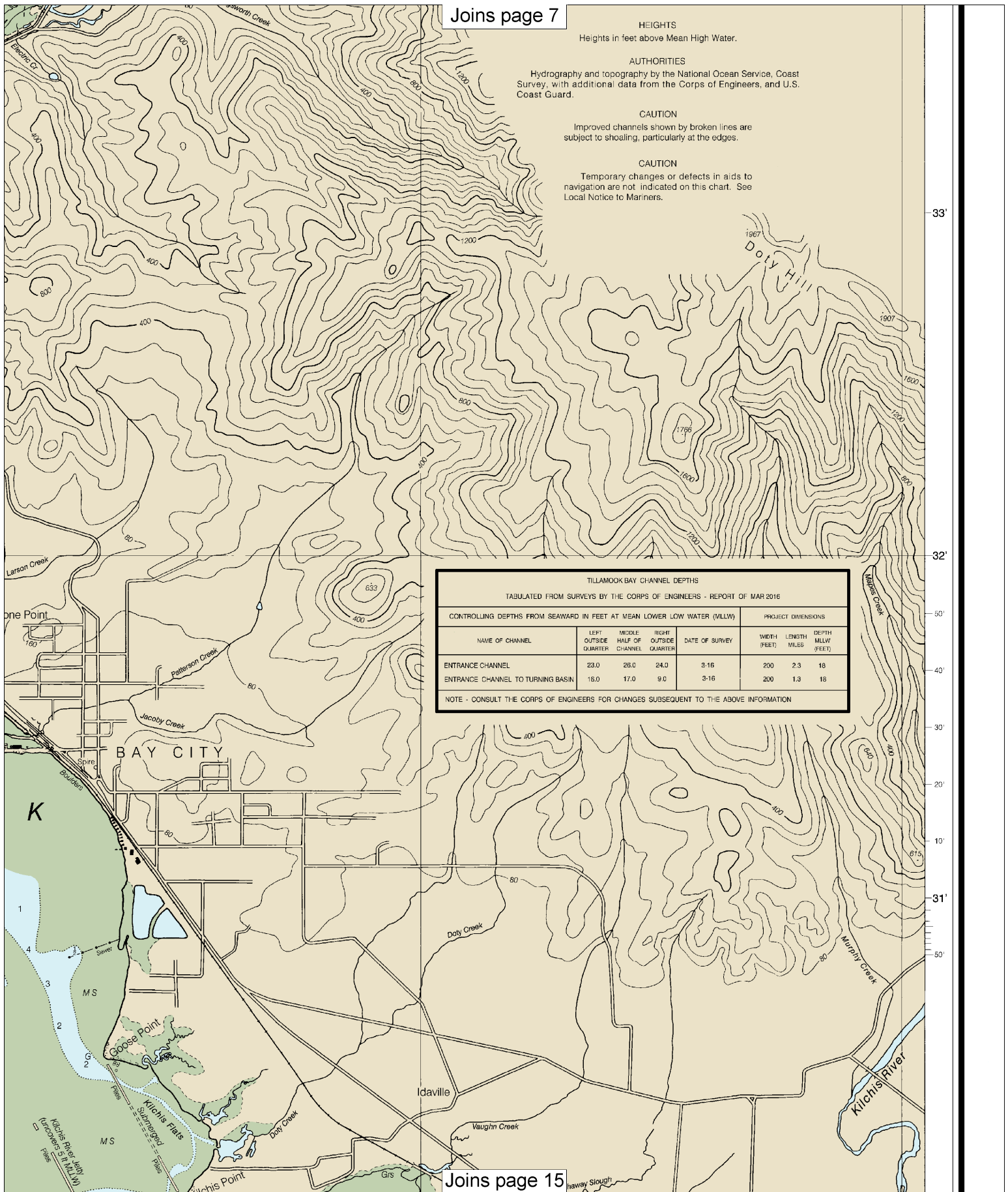


**HEIGHTS**  
Heights in feet above Mean High Water.

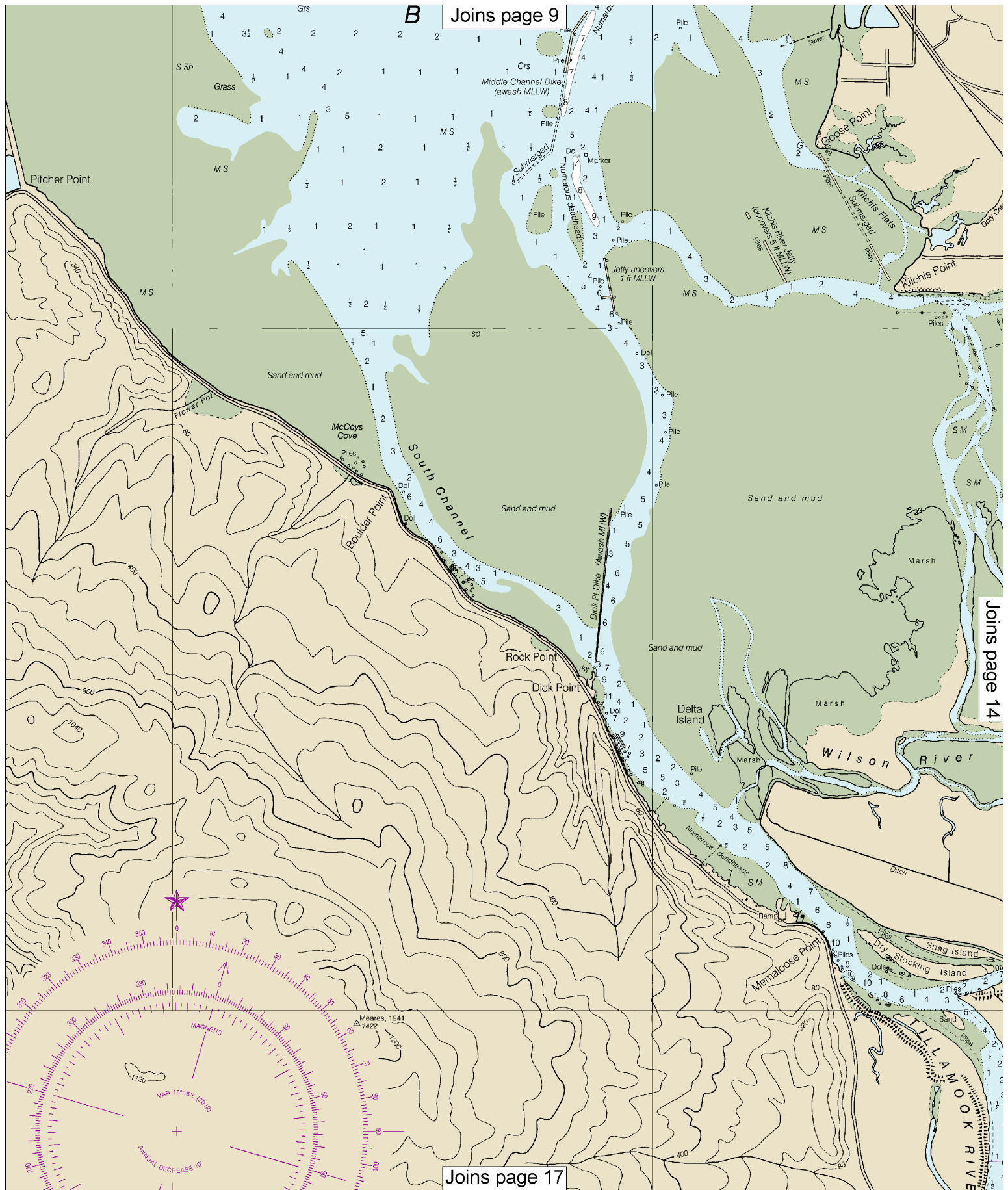
**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

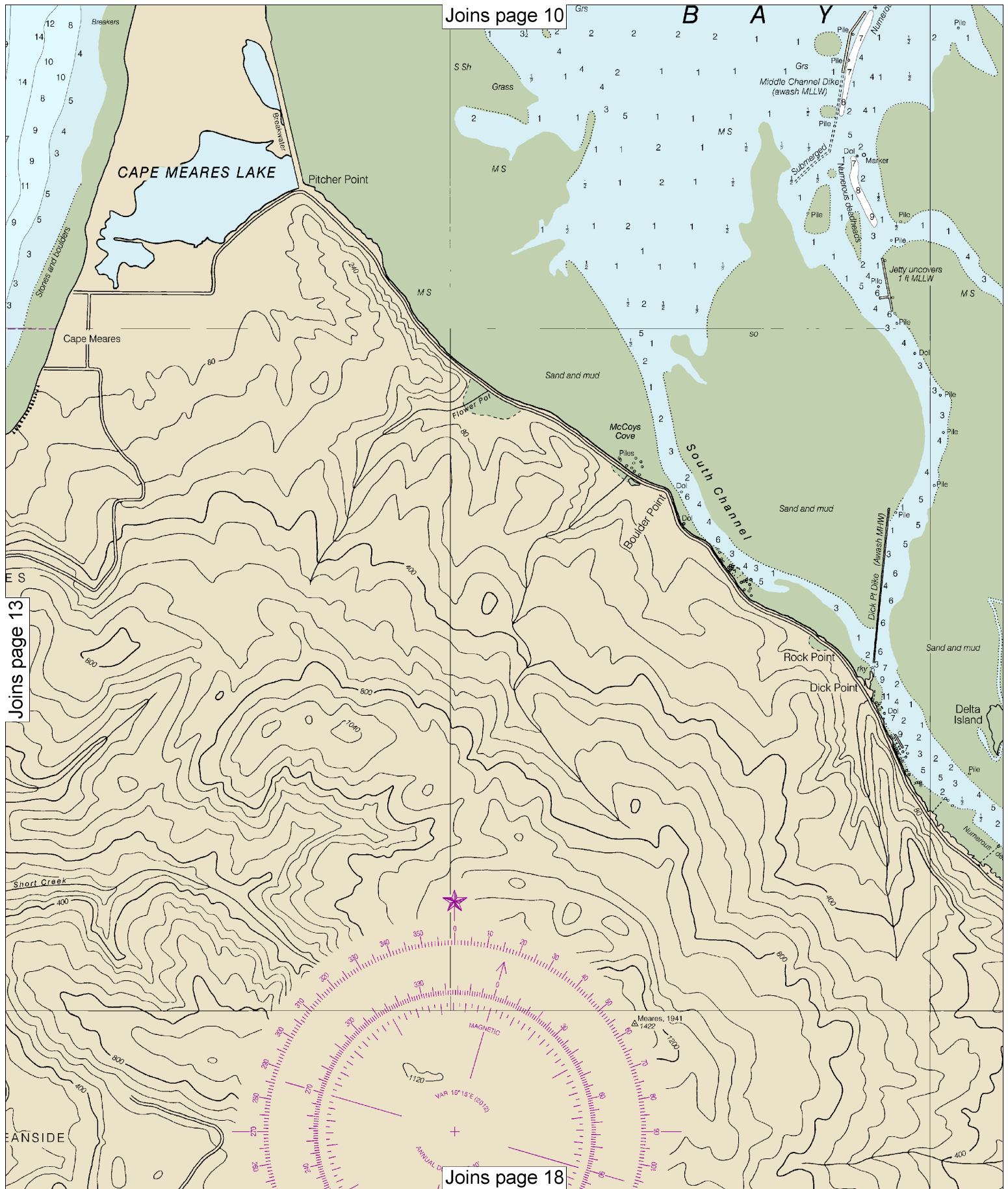
**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

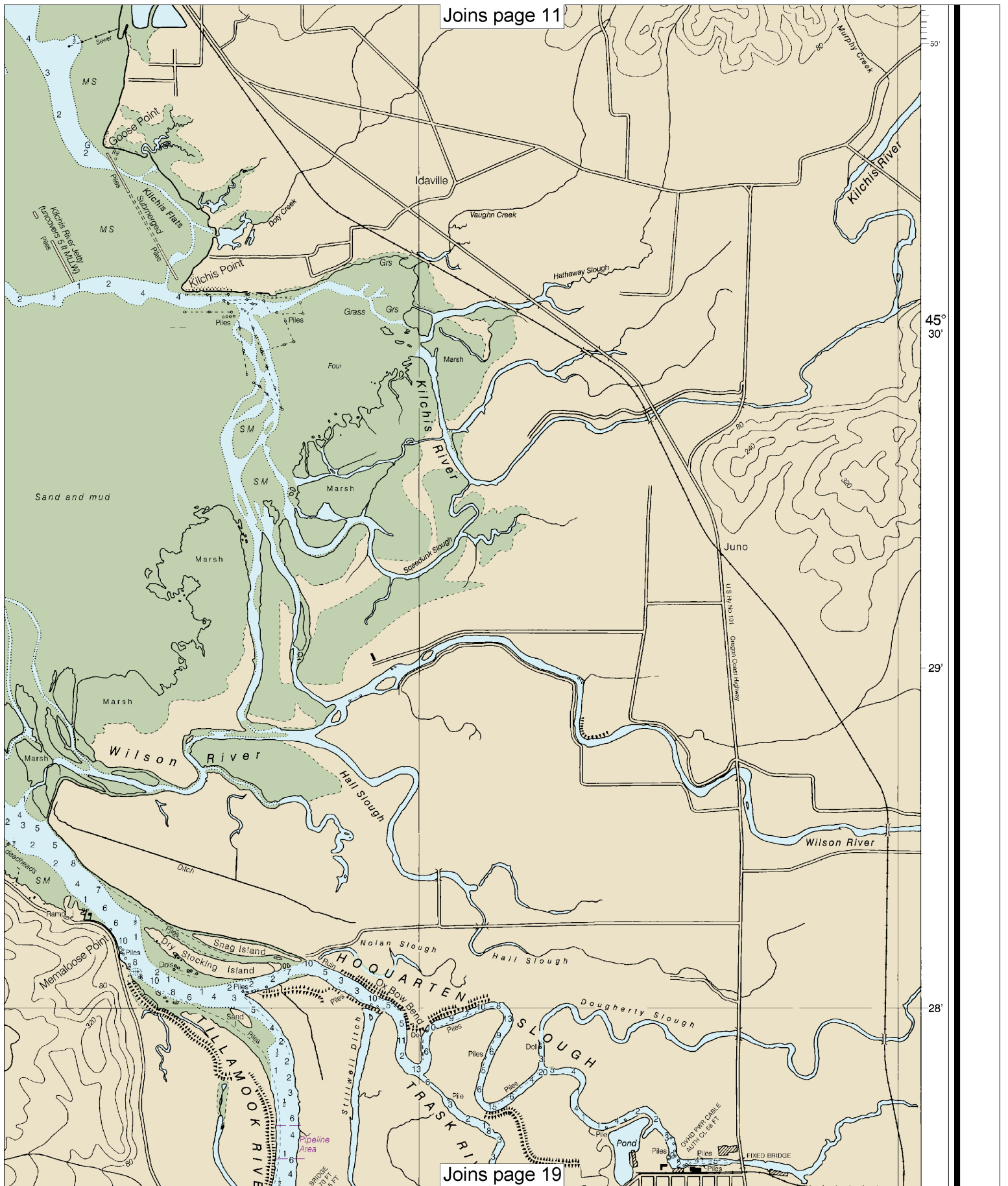
**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

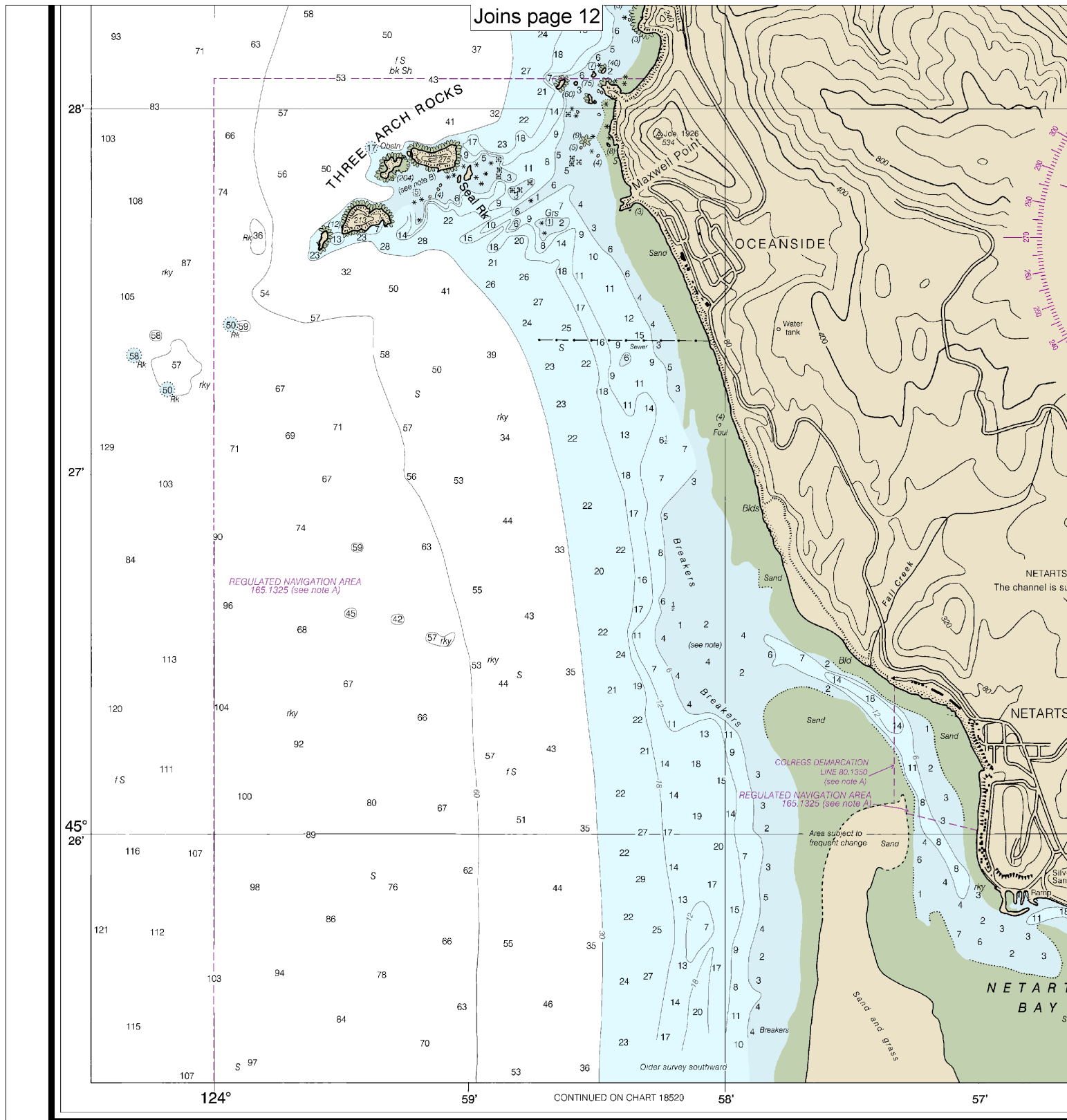












18558

CAUTION  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

39th Ed., Sep. 2012. Last Correction: 12/5/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

SOUNDINGS IN FEET

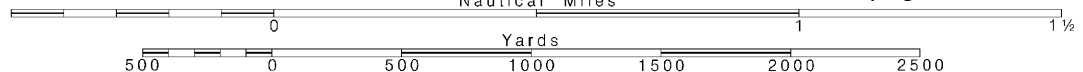
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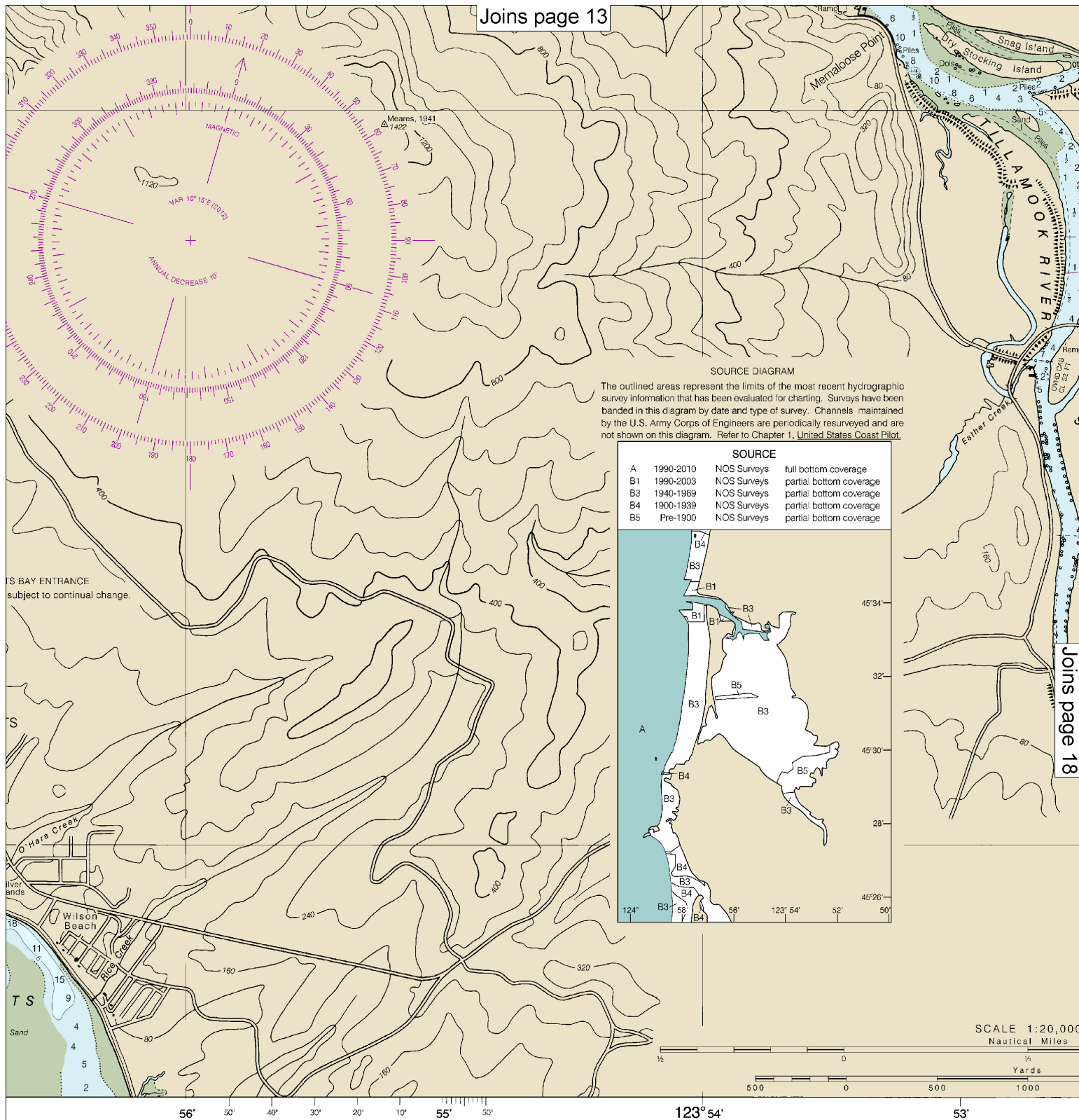
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.

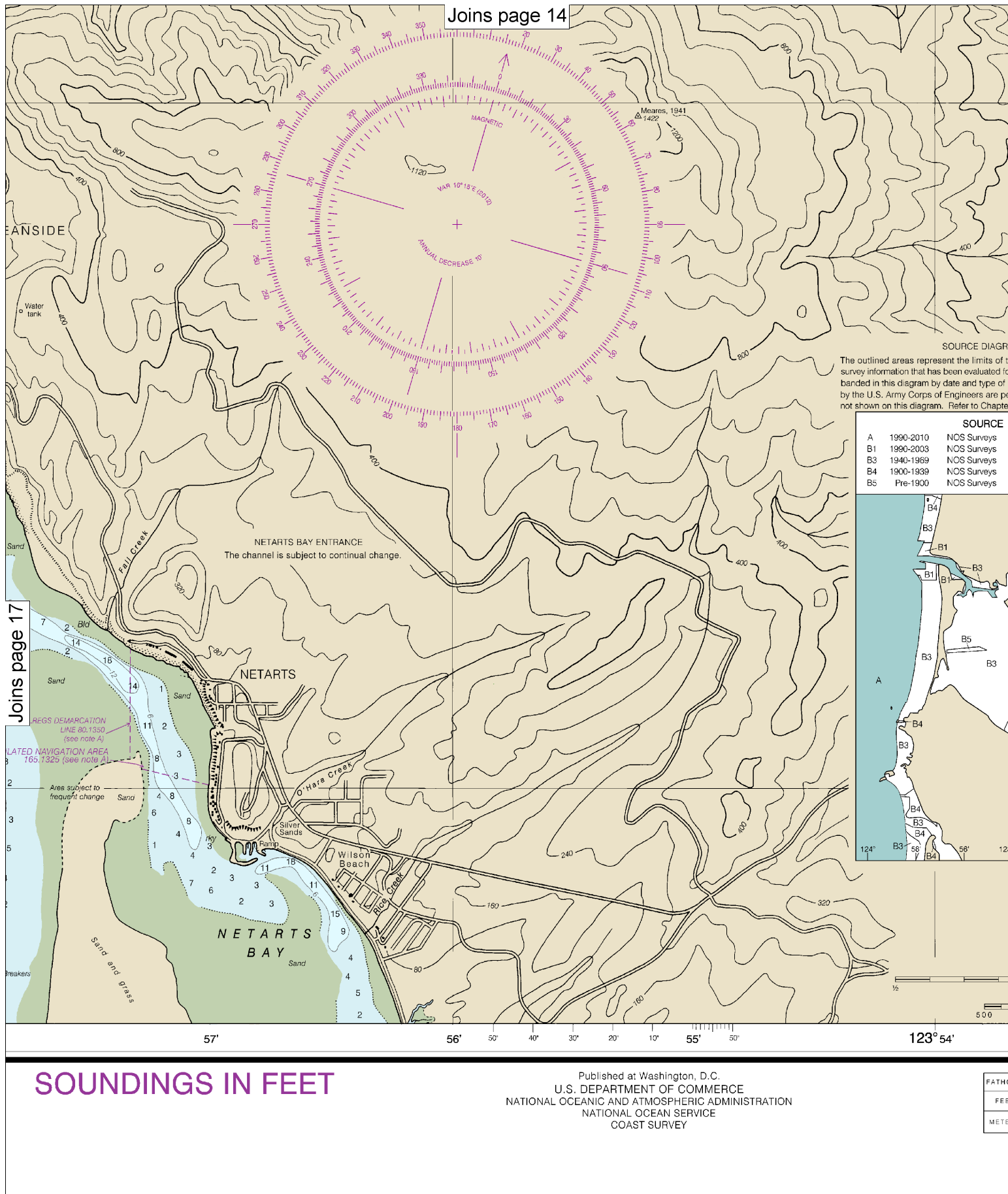




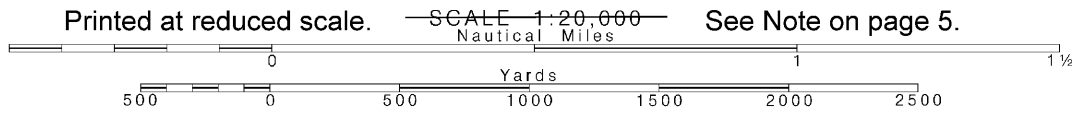
EET

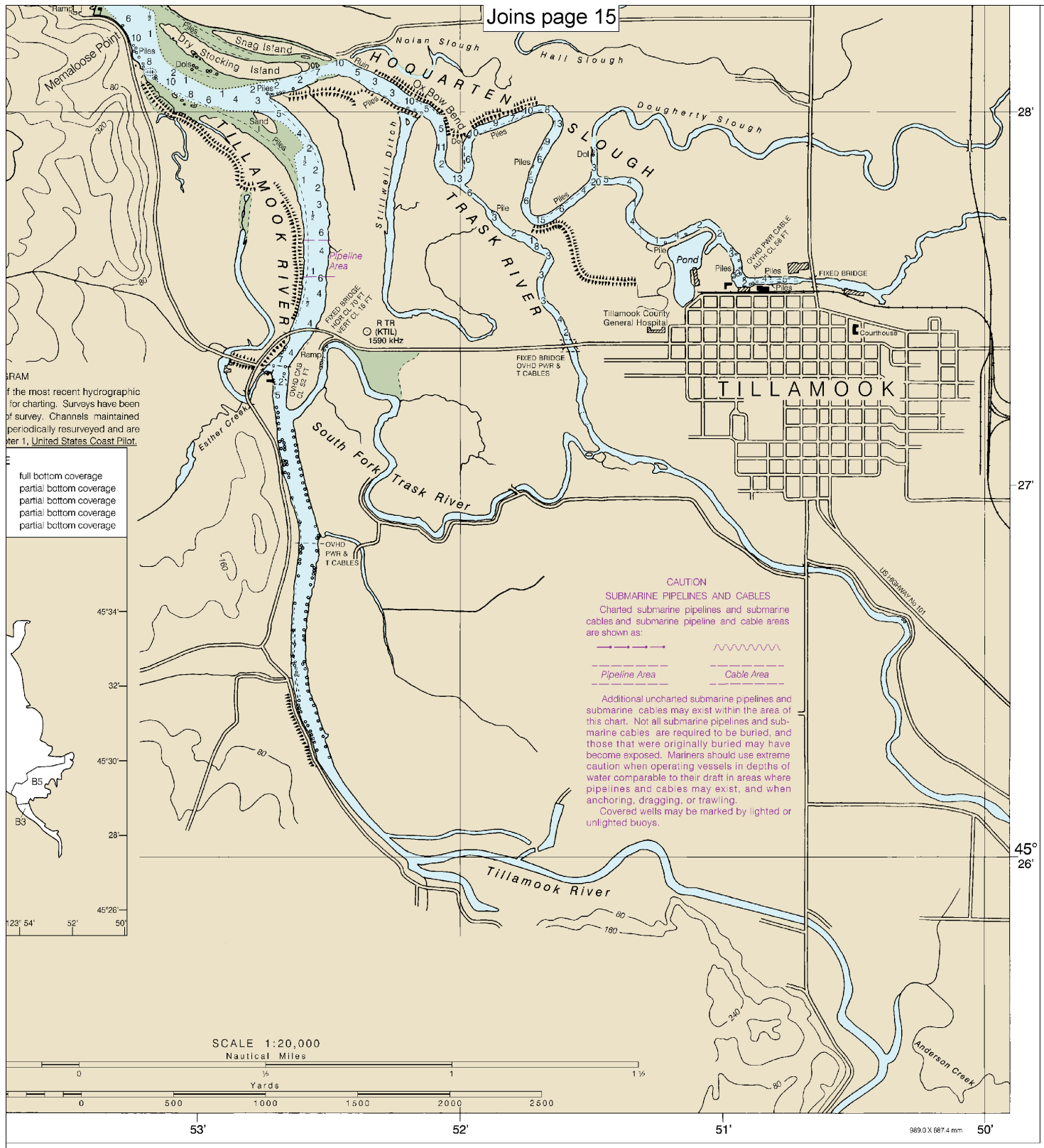
Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12
FEET	6	12	18	24	30	36	42	48	54	60	66	72
METERS	1	2	3	4	5	6	7	8	9	10	11	12



Note: Chart grid lines are aligned with true north.





HOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
EET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
TERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Tillamook Bay  
 SOUNDINGS IN FEET - SCALE 1:20,000

18558



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

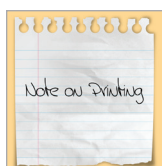
**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.